

(1972 Command History)  
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## BASIC NARRATIVE

### COMMAND ORGANIZATION AND RELATIONSHIP

USS CHICAGO (CG-11) was commanded by Captain Thomas W. Mc NAMARA, USN, throughout the entire year. The ship is administratively assigned to Commander Cruiser-Destroyer Flotilla NINE, Cruiser-Destroyer Force, U. S. Pacific Fleet, and when in EASTPAC under operational control of Commander, FIRST Fleet. In WESTPAC, CHICAGO was under the immediate control of Commander, Cruiser-Destroyer Group SEVENTH Fleet and under the operational control of Commander, SEVENTH Fleet.

CHICAGO was homeported in San Diego, California from 1 January until 5 July 1972. Homeport was then shifted to Long Beach, California to coincide with the ship's Complex Shipyard Overhaul.

CHICAGO's mission is to operate offensively, either independently or with strike, anti-submarine, or amphibious forces, against air, surface, or sub-surface threats to the security of the United States in time of war. During peacetime, CHICAGO maintains her readiness for war and operates in support of national policy.

At the end of calendar year 1972, CHICAGO had 61 officer and 881 enlisted personnel assigned as ship's company.

### OPERATIONS ~~(S)~~

USS CHICAGO (CG-11) operated in the SEVENTH Fleet from 23 November 1971 to 28 June 1972. In the 139 days in the combat zone, 127 of which were spent as Positive Identification Radar Advisory Zone (PIRAZ) picket, during the period from 27 December 1971 to 21 June 1972 CHICAGO participated in twenty-seven major operations involving both Navy and Air Force aircraft. From 7 to 26 April 1972, 4 to 29 May 1972 and 12 - 21 June 1972 she participated in 182 Naval air operations and numerous reconnaissance missions throughout North Vietnam, contributing to the effort to halt the flow of men and material supporting the invading Vietnamese Army in South Vietnam.

On 3 April CHICAGO was on the way out of the Gulf of Tonkin and part way across the South China Sea enroute to outchop when she was recalled to station in response to the North Vietnamese offensive.

During the B-52 raids from 10 to 24 April CHICAGO was tasked with rendezvous of the fighter escorts with the B-52 cells, as well as control of MIG CAP in an intense EW jamming environment.

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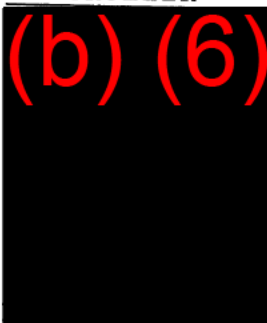
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By providing sound evaluations to CTF 77 and Commander SEVENTH Air Force, command and control procedures were evolved which permitted NTDS tracking throughout the mission and immediate availability of information on mission and aircraft status.

In all operations CHICAGO monitored fighter and attack aircraft entering and leaving the target area and controlled CAP for their protection. In addition to control of strike aircraft CHICAGO air controllers provided control of tankers, performing numerous emergency rendezvous between Air Force and Navy aircraft returning from missions and tanker aircraft stationed over the Gulf. On one occasion, a U. S. Air Force aircraft with only two minutes of fuel remaining was joined with the radio relay aircraft in the Gulf and tanked. On another occasion, a U. S. Air Force aircraft, which had been hit by AAA fire in the vicinity of Hanoi and was losing fuel, was vectored around missile sites and out over the Gulf of Tonkin for emergency refueling, thereby permitting a safe return to base. On neither mission did the strike plan call for U. S. Air Force aircraft to exit North Vietnam into the Gulf of Tonkin and no regular tankers were available. The maintaining of a complete picture of the air war also permitted clearance of a damaged B-52 through various flight levels in an airspace congested with nearly 200 aircraft and subsequent recovery at Danang. During the deployment over 13,000 aircraft (Navy, Marine and Air Force) checked in and out of CHICAGO's control. All of these aircraft received handling which aided them in successful completion of their mission. Inherent in the afore noted responsibilities were the split-second timing required to coordinate friendly air activity and achievement of rapid, positive identification of hostile air activity. The high degree of professionalism and teamwork achieved by CHICAGO resulted in the destruction of 14 enemy MIG aircraft by Navy and Air Force Combat Air Patrol under the ship's air intercept control. The following table shows the breakdown of this record:

<u>DATE</u>	<u>DOWNED AIRCRAFT</u>	<u>SQUADRON</u>	<u>CONTROLLER</u>
6 MAR	1 X MIG 17	VF-111	
16 APR	2 X MIG 21	432 TFW	
16 APR	1 X MIG 21	432 TFW	
6 MAY	2 X MIG 21	VF-114	
8 MAY	1 X MIG 21	8 TFW	
8 MAY	1 X MIG 17	VF-96	
10 MAY	3 X MIG 21	8 TFW	
10 MAY	1 X MIG 17	VF-51	
23 MAY	1 X MIG 19	366 TFW	
23 MAY	1 X MIG 21	366 TFW	

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Another North Vietnamese MIG in a flight of four was definitely destroyed by CHICAGO's TALOS Missile battery on 9 May 1972, the first TALOS-MIG intercept since September 1968. Only one MIG was held on radar after intercept and it fled beyond range. This shootdown occurred ten minutes prior to the mining of Haiphong Harbor, enabling strike aircraft to have complete freedom of action in the objective area.

CHICAGO was again off Haiphong Harbor on 11 May 1972 controlling the Combat Air Patrol when the ship was taken under fire by enemy shore batteries. The enemy fired over 60 rounds of heavy caliber projectiles at CHICAGO without success. We opened the range, remained on station, and maintained positive control of the CAP until completion of the operation.

On 24 May 1972 as Search and Rescue Coordinator, CHICAGO vectored a rescue helicopter to a downed A-7 aircraft, effecting the successful recovery of the pilot.

CHICAGO during this deployment provided the heavy communication support required by Commander, Cruiser-Destroyer Group SEVENTH Fleet to fulfill his mission when embarked. Equipment reliability during this period was well above 99 percent and a circuit termination continuity of 97 percent in the heavy communications environment was achieved. Additionally, trawler surveillance termination circuits, especially important during heavy March-April trawler activity in the South China Sea, were maintained.

During the three month period March, April and May, CHICAGO spent a total of only nine days inport.

On our last line period CHICAGO maintained control of the surveillance aircraft in the Vinh area and provided direction to strike aircraft on targets and waterborne logistic craft attempting to circumvent the minefields. CHICAGO departed the Gulf of Tonkin for the last time this year on 21 June enroute San Diego via Subic Bay, Guam and Pearl Harbor, arriving 8 July.

After one month "rest and relaxation" and two weeks of availability, CHICAGO conducted a dependents' cruise to Seal Beach, California to offload ammunition. On 25 August CHICAGO commenced her Complex Overhaul in Long Beach Naval Shipyard.

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SPECIAL TOPICS

1. PERFORMANCE AND WEAPONS SYSTEMS ~~(c)~~

TALOS BATTERY	TACTICAL FIRINGS - 8 (AAW - 3; ARM - 5)
	Training Firings - 2
TARTAR BATTERY	Training Firings - 1
5"/38 Gun Battery	3 Shoots - 34 rounds expended
ASROC	None fired during the year
TORPEDOES	None fired during the year

The TALOS Battery was exercised effectively in combat this year. References (b) and (c) contain descriptions of events. Valuable experience was gained in the cluttered environment in the Gulf of Tonkin. The climax of training and material readiness occurred with the successful interception of North Vietnamese MIG Aircraft on 9 May as the U. S. Navy mine laying aircraft were in the final minutes of approach to Haiphong Harbor.

On March 16th, a successful underway re-arming was conducted with the USS VESUVIUS (AE-15), involving the transfer of two TALOS missiles and boosters. The evolution was accomplished by use of a Modified Heavy Burton Rig on CHICAGO and a Standard Heavy Burton Rig on VESUVIUS.

The TALOS Digital Fire Control System Update commenced concurrently with the Complex Overhaul in the Long Beach Naval Shipyard. The Fire Control System MK 77 Mod 1 is receiving a digital MK 152 fire control computer and ancillary equipments. Digital ranger units are being installed in the track and guidance radars. CHICAGO's TALOS launching system is undergoing modification to accommodate the RIM-8J missile, and ARM capability in the "after" system. Paralleling these changes, the telemetry system will be updated with UHF capability provided by the AN/SKQ-2. VHF capabilities, however, will remain for ARM evaluation. The Weapons Direction Equipment MK 2 Mod 1 is to receive the Digital Data Transmitter MK 69, Mode Control Panel MK 299, replacing the various analog counterparts. Three Track Consoles MK 45 Mod 1 and one Elevation Console MK 46 Mod 1 were removed from the D&T area to accommodate NTDS equipment expansion.

The AN/SPG-51C Radar Fire Control System is to be updated with the Standard Missile Mode and ASMD capability.

The MK 28 Mod 1 CHAFFROC System will be installed as a part of the ASMD capability.

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## 2. PERFORMANCE OF THE ENGINEERING PLANT (U)

a. Miles Steamed	57,249.3
b. NSFO Consumed (burned)	1,471,919
c. Gallons of Feed and Fresh Water Made	12,065,741
d. Number of Helos Refueled	384
e. Gallons of JP-5 Expended	88,533
f. Kilowatt Hours Generated	25,380,000

## 3. SUPPLY DEPARTMENT PERFORMANCE (U)

This year CHICAGO carried about 47,000 line items of repair parts and 500 line items of consumables. Upon entering Long Beach Naval Shipyard all parts and consumables were offloaded and a complete wall-to-wall inventory was conducted as part of the supply Overhaul Assistance Program (SOAP).

Besides handling all CHICAGO's repair parts, the Supply Department operates the general mess, bakery, butcher shop, soda fountain, clothing and small stores, retail outlets, luxury store, walk-in "self service store", and numerous vending machines.

CHICAGO's Commissary Division served approximately 220,000 meals before closing their facilities for major overhaul in November. From January through November about 22,000 gallons of milk, 150,000 pounds of beef, 21,000 pounds of fowl, 12,000 pounds of fish, 50,000 dozen eggs, and 173,000 pounds of potatoes and vegetables were consumed.

The Sales and Services Division sold over \$170,000 in cash sales while the ship's barbers gave over 16,000 haircuts and the laundry washed about 225,000 pounds of laundry.

## 4. PERFORMANCE OF THE DECK DEPARTMENT (U)

- a. Statistics concerning Deck Evolutions
  - (1) 32 Underway Replenishments
  - (2) 53 hours alongside for Replenishment
  - (3) 5 Vertreps
  - (4) 634 Helo Landings
  - (5) Approximately 3300 gallons of paint issued

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Of significant note, not a single major accident to equipment or personnel occurred during all deck evolutions.

b. Major changes to Deck equipment that are to be accomplished during the overhaul are; two Sliding Padeye (SPE) installations to replace outdated Fast system kingposts, a major modification to the hanger bay and fantail for the new LAMPS installation and new permanent boat stowage for a 40 foot utility boat, the Captain's Gig and the Admiral's Barge.

5. PERSONNEL: REENLISTMENT AND PERCENTAGE RATE (U)

	First Term	Career	Overall
Number of Reenlistees	32	40	72
Number eligible for Reenlistment	192	43	235
Reenlistment percentage	16.7%	93%	30.6%

CHICAGO received "Honorable Mention" in the Golden Anchor competition for 1972. Unusual reenlistments occurring on CHICAGO during 1972:

a. On 29 February, leap year day, four Chief Petty Officers reenlisted:

(b) (6)

b. (b) (6) reenlisted on his birthday.

c. On 20 November, a "Petty Officer career spanning reenlistment" occurred when four Petty Officers covering E-4 thru E-7 reenlisted. The reenlistees were:

(b) (6)

6. MEDICAL AND DENTAL ACTIVITIES (U)

a. Medical

Number of outpatients - 5,545  
Number of inpatients - 81  
Number of patients transferred to USNH - 36  
Number of Physical examinations conducted (annual, discharges, reenlistments and other completed physicals) - 408  
Number of X-Rays takes - 582  
Number of laboratory examinations - 4,342  
Total immunizations given - 1605

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## b. Dental

Number of dental patients treated - 5,097  
Number of stannous fluoride treatments accomplished - 1,735  
Number of surgical procedures accomplished - 164  
Number of dental examinations given - 1,394  
Number of oral prophylaxis given - 1,827  
Number of plaque control instructions given - 1,394  
Number of permanent restorations (fillings) - 2,655

7. CHAPLAIN'S ACTIVITIES

While at sea, two worship services were conducted each Sunday by the Chaplain; Catholic, Jewish and Latter Day Saints services were conducted by lay leaders. There were daily noon devotionals and evening studies. An Ecumenical Easter Service and National Prayer Service were held with the Commanding Officer and lay leaders participating. The Jewish Feast of the Passover was celebrated with a meal prepared by Jewish personnel with many non-Jewish guests in attendance. During our transit to San Diego a pre-marriage clinic was held and was well attended.

8. COMMUNITY RELATIONS

CHICAGO made every attempt to participate in community projects during 1972. Her men contributed over \$12,700 and 400 units of blood as well as hundreds of hours and their time.

In WESTPAC, Chicagomen started off the New Year by helping the Dragon Lotus Hill Old Folks Home in Singapore. Operating out of Subic Bay, R.P.I. gave CHICAGO the chance to continue improvements and finished many self set goals at "Boys Town", the only orphanage in the area, and the Negrito Village Chapel which offers schooling to the children of the mountain tribes people.

The Navy Relief, American Red Cross, Combined Federal Fund Campaign, Operation School House and Vinson Hall all received full attention, each in their turn. Special attention was given to a little boy, David Thornburgh of San Diego, a hemophiliac, by way of a CHICAGO Blood Drive.

Winding up the year, Chicagomen continued the ship's eight year tradition of giving a Christmas Party for the Angels Unaware Center in El Cajon, California. Angels Unaware is a day care center for mentally retarded persons.

9. AWARDS

## a. Battle Efficiency "E"

(1) Communications	E, Second Award
(2) Engineering	E, Second Award
(3) Operations	E, Second Award
(4) Gunnery	E, First Award
(5) Missile	E, Seventh Award

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b. Arleigh Burke Award

This was the first time a ship received this award for outstanding battle efficiency and readiness displayed in combat.

c. Daughters of American Revolution Plaque - San Diego Chapter

This was the first time since World War II that this award has been given a ship for her devotion to duty and outstanding performance.

10. OUTSTANDING EVENTS

1 JAN - 28 APR - Flagship for Commander Cruiser-Destroyer Group SEVENTH Fleet.

9-11 MAY - Supported mining of Haiphong Harbor. CHICAGO was credited with one TALOS Missile MIG kill.

5 JULY - Shifted Homeport from San Diego to Long Beach, California

8 JULY - Returned from an 8 month WESTPAC Cruise.

14 AUG - (b) (6) became the first enlisted Navy man to be awarded the Navy Distinguished Service Medal for combat action.

22 AUG - Dependents' Cruise

25 AUG - Commence a Complex Overhaul at Long Beach Naval Shipyard

31 OCT - Won CRUDESPAC Battle Efficiency "E" in competition with all Cruisers and Frigates in the Pacific Fleet

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PERSONAL AWARDS RESULTING FROM CHICAGO's DEPLOYMENT, NOVEMBER  
1971 TO JULY 1972:

1. Navy Distinguished Service Medal:

(b) (6)

2. Legion of Merit

Captain T. W. Mc NAMARA - Gold Star with combat distinguishing device in lieu of second medal.

3. Bronze Star with Combat Distinguishing Device:

(b) (6)

4. Navy Commendation Medal with Combat Distinguishing Device

(b) (6)

5. Navy Achievement Medal:

(b) (6)

- Second Gold Star in lieu of third medal

(b) (6)

(b) (6)

- Gold Star in lieu of second medal

(b) (6)

- Gold Star in lieu of second medal

(b) (6)

6. CINCPACFLT Letter of Commendation:

(b) (6)

7. COMSEVENTHFLT Letter of Commendation:

(b) (6)

(b) (6)

(b) (6)

8. COMCRUDESGRUSEVENTHFLT LETTERS OF COMMENDATION:

(b) (6)

9. CHICAGO LETTERS OF COMMENDATION:

(b) (6)

(b) (6)

(b) (6)